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Thursday, June 24.

MERCANTILE	Bid.	Asked
Alexander & Baldwin, Ltd.	22 1/2	23
C. Brewer & Co.	22 1/2	23
SUGAR		
Ewa Plantation Co.	24	24 1/2
Haleiwa Sugar Co.	159 1/2	160
Haw. Agr. Co.	27 1/2	28
Haw. C. & S. Co.	27 1/2	28
Haw. Sugar Co.	36 1/2	37
Honokaa Sugar Co.	57 1/2	58
Honokaa Sugar Co.	150	151
Hutchinson S. Plan. Co.	18 1/2	19
Kahuku Plan. Co.	15 1/2	16
Kekaha Sugar Co.	170	171
Koloa Sugar Co.	7 1/2	7 1/2
McBryde Sugar Co., Ltd.	23 1/2	24
Oahu Sugar Co.	23 1/2	24
Olaa Sugar Co., Ltd.	6 1/2	6 1/2
Onomea Sugar Co.	34 1/2	35
Panama S. Plan. Co.	19 1/2	20
Pacific Sugar Mill	160	161
Pala Plan. Co.	160	161
Peepee Sugar Co.	28	28 1/2
Pioneer Mill Co.	22 1/2	23
Waialua Agr. Co.	22 1/2	23
Waialua Sug. Co.	225	226
Waimea Sugar Mill Co.	200	201
Waimanalo Sugar Co.	200	201
MISCELLANEOUS		
Haleiwa F. & P. Co., Ltd.	33 1/2	34
Haleiwa F. & P. Co., Ltd.	33 1/2	34
Haw. Electric Co.	33 1/2	34
Haw. Pineapple Co.	33 1/2	34
Hilo R. R. Co., Ltd.	50	51
Hilo Ry. Co., Ltd.	50	51
Hon. B. & M. Co., Ltd.	18 1/2	19
Hon. Gas Co., Ltd.	150	151
Hon. R. T. & L. Co.	150	151
L. I. S. Nav. Co.	190	191
Mutual Tel. Co.	18 1/2	19
Oahu Ry. & Land Co.	18 1/2	19
Pahang Rubber Co.	18 1/2	19
Tanjong Pagar Rubber Co.	18 1/2	19
BONDS		
Hamakua Ditch Co., Ltd.	100	101
Haw. C. & S. Co. 5s.	100	101
Haw. Irr. Co. 5s.	100	101
Haw. Ter. 5s. Pub. Imp.	100	101
Haw. Ter. 4 1/2s. Pub. Imp.	100	101
Haw. Ter. 3 1/2s. Pub. Imp.	100	101
Hilo R.R. Co. 6s. Issue '01	100	101
Hilo R.R. Co. R. & E. Con. 6s.	100	101
Honokaa Sug. Co. 5s.	100	101
Hon. Gas Co., Ltd. 5s.	100	101
Hon. R. T. & L. Co. 5s.	100	101
Kahuku Ry. Co. 5s.	100	101
McBryde Sugar Co. 5s.	100	101
Mutual Tel. Co. 5s.	100	101
Oahu Ry. & Land Co. 5s.	100	101
Olaa Sugar Co. 5s.	100	101
Olaa Sugar Co. 6s.	100	101
Pacific G. & F. Co. 5s.	100	101
Pacific Sugar Mill Co. 5s.	100	101
Pioneer Mill Co. 5s.	100	101
San Carlos Milling Co. 5s.	100	101
Waialua Agr. Co. 5s.	100	101

SHIPPING & WATERFRONT NEWS

ENTERPRISE MAY GET SECOND OPERATOR

The Matson Navigation Company expects to add to its passenger equipment with the return of the steamer Enterprise to the islands from the coast. To comply with the federal regulations, the Enterprise, for the past few years on a run from San Francisco to Hilo, has a license which limits it to 10 passengers.

The Enterprise steamed from Hilo to the coast Sunday, taking passengers and cargo. Captain Youngberg said that he expected arrangements would be made to increase the vessel's capacity to at least 30 travelers.

The new federal regulations limit the number of persons who can be carried as crew and passengers aboard a vessel with only one wireless operator, and by the time the Enterprise had taken 10 passengers, she was up to the limit.

When she returns the Enterprise may have two licensed wireless operators, in which case she will be free to carry her full limit of passengers. Coming back, she carries no passengers at all, as a portion of her cargo is explosives, and the laws do not allow the carrying of passengers on a steamer with a cargo of explosives.

PACIFIC MAIL IS LIKELY TO SELL OR LEASE SHIPS

Julius Kruttschnitt, President of Company, Tells of Possible Courses Open to Directors

The American flag will practically disappear from vessels in the Pacific Ocean as the result of the decision of the directors of the Pacific Mail Steamship Company to withdraw the company's big fleet of steamships from the trans-Pacific service. The ships, it is said, will be driven from the Pacific by the burdens put on American shipping by the La Follette seamen's law. The law goes into effect on November 4.

The fleet of 12 steamships owned by the company is to be scattered unless the law is changed before that time. The Pacific Mail company, one of the greatest American steamship companies, capitalized at \$20,000,000, will probably wind up its affairs and sell all of its ships.

"There has been no decision yet by the board of directors," says Julius Kruttschnitt, president of the company and chairman of the board of directors of the Southern Pacific company, which controls Pacific Mail. "The La Follette bill presents so many embarrassments and obstacles to the operation of the company's vessels that the directors do not see at the present time just what they shall do."

There are several courses that could be followed. One is to sell the ships. This of course is synonymous with dissolution of the company. Another course would be to put the ships into a different service where the restrictions of the La Follette law with regard to the employment of American labor do not operate so heavily as they do in the Pacific. A third possible course would be to lease the ships.

"The directors will consider the matter from all points of view. They have until November to determine a course. They will do what is to best interests of the stockholders of the company. Their action will depend naturally on the relative advantages of the offers that the company may have for the sale of the ships, for leasing them or for putting them into a different service."

The ships which the Pacific Mail Steamship company owns and will sell when the company goes out of business are carried on the books at a valuation of \$11,298,291.

In an interview recently Capt. Robert Dollar of the Dollar Steamship company said: "The deathblow to American shipping on the Pacific was struck when President Wilson signed the La Follette seamen's bill. The Japanese will undoubtedly get the trade of the Pacific, from which American ships will withdraw. Already this government has had to give a Honolulu mail contract to the Japanese."

DIAZ MADE SURE THAT WEEDEN OWNED GUN

Capt. Henry Weeden, who is in command of the Matson Navigation liner Mauna, which steamed to San Francisco Tuesday afternoon, never wears of telling of his experience on the lower coast of Mexico when he came near being commanded to take up arms in one of the turbulent revolutions. Capt. Weeden, before joining the Matson line, was wharf superintendent for the American-Hawaiian Steamship Company at Salina Cruz, the Pacific terminal of the Tehuantepec railway.

The Tehuantepec railroad was built to enable the American-Hawaiian line to ship sugar from Hawaii to Delaware breakwater. The company had one fleet of freight carriers in the Pacific and another in the Atlantic. Sugar was taken aboard at the Hawaiian ports, transported to Salina Cruz, shipped over the railroad, and again loaded on freighters on the east coast, to be carried to the refineries on the Atlantic coast.

When the port of Salina Cruz was established as the Pacific terminus for the American-Hawaiian line, Capt. Weeden, then a master in the employ of that company, was made port superintendent at Salina Cruz. His duties largely consisted in piloting vessels in and out of the port, and in addition to having charge of the freighters of his own line, he was often called upon to pilot Mexican vessels.

The authorities at Mexico City, to repay the obligation owing to a certain individual, made him pilot at the port. The new pilot arrived there with a uniform covered with much braid, but without the price of a meal, and reported to Capt. Weeden, whom he was to relieve.

Noting his half-famished condition, Capt. Weeden invited him to his own house and gave him bed and board.

The next day a Mexican ship appeared in the offing, and the Mexican "pilot" went out to board her. As he had no experience as a pilot the skipper refused to let him take charge of the vessel and Capt. Weeden was called upon, and took the steamer in.

The next day one of the big freighters of the American-Hawaiian line appeared and the Mexican "pilot" appealed to Weeden for help, for when he arrived on the freighter he was so high in the air that he did not know what to do.

"Ah, please, 'Captain' Weeden, take this ship in for me," said the frightened Mexican. "I would be in supreme happiness if I knew what you do. I cannot do this work. Will you please help me, and I will never go on a 'vapor' again."

So it was settled between the two, on Weeden's initiative. The Mexican was to stay ashore; Weeden would do the piloting, and they would have an understanding as to fees.

A few days later President Porfirio Diaz arrived in Salina Cruz. Capt. Weeden was summoned before him.

"As a pilot of this port," said Diaz, "you realize, Capt. Weeden, that you are an official of the Mexican government?"

"Yes, sir," was the reply.

"Have you a gun?" was the next question from the ruler of Mexico, and the reply was in the affirmative.

"Then use it."

And from that time forward Weeden was the pilot in Salina Cruz.

Defender Hastened to the Coast.

Fast work was done in discharging the schooner Defender of its general cargo at Hana, Maui. The vessel with lumber and merchandise was anchored off the port on June 18. The Inter-Island steamer Claudine called at Hana last Tuesday and took the schooner in tow to the open sea. The Defender had been given a full cargo of sugar for delivery to California coast refineries.

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NOTICE

June 24.—At a meeting of the board of directors of the Koloa Sugar Co., it was voted to pay a monthly dividend of 1 per cent until further notice, beginning July 1, 1915.

At a meeting of the board of directors of the Kahuku Sugar Co., Ltd., held today, it was voted to pay an extra dividend of 1 per cent per month for six months, beginning July 1, 1915, in addition to the regular monthly dividend of 1 per cent, making a total dividend of 2 per cent per month.

Latest sugar quotation: 96 degrees test, 4.89 cts., or \$97.80 per ton.

MUTUAL TELEPHONE CO., LTD.

The stock ledger of this company will be closed to transfers from Friday, June 25, 1915, to Wednesday, June 30, 1915, both days inclusive.

MUTUAL TELEPHONE CO., LTD.
By J. A. BALCH,
Treasurer.

Honolulu, June 24, 1915.
6198-June 24, 26, 28.

PACIFIC MAIL STEAMSHIP CO.

Notice to Passengers for San Francisco.

On and after this date the Pacific Mail Steamship Company will discontinue the round trip rates up to now in force between Honolulu and San Francisco. First class one-way rates will in future apply in either direction on all business. All outstanding passage orders will be protected.

H. HACKFELD & CO., LTD.,
Agents.
Honolulu, T. H. June 23, 1915.
6198-6t

IN THE CIRCUIT COURT OF THE
First Judicial Circuit, Territory of
Hawaii. At Chambers—In Probate.

In the matter of the estate of Margaret D. Jones, deceased.

NOTICE TO CREDITORS.

Notice is hereby given that Letters Testamentary have been issued to the Hawaiian Trust Company, Limited, a Hawaiian corporation, as executor of the Will of Margaret D. Jones, late of Honolulu, Territory of Hawaii, deceased. All creditors of the said estate are hereby notified to present their claims against the said estate, duly authenticated and with proper vouchers, if any exist, even though the said claims be secured by mortgage upon real estate, to the said Hawaiian Trust Company, Limited, at its office in the Kaukoelani building, Honolulu, within six months from the date hereof, which is the date of the first publication of this notice; otherwise such claims, if any, will be forever barred. And all persons indebted to the said estate are hereby notified to make immediate payment to the undersigned as such executor.

Dated, Honolulu, Territory of Hawaii, June 24, 1915.
HAWAIIAN TRUST COMPANY, LTD.
Executor of the Will of Margaret D. Jones, deceased.
Frederic Prosser Anderson & Marx,
attorneys for executor.
6198-June 24, July 1, 8, 15 and 22.

BUSINESS NOTICES.

KAHUKU PLANTATION COMPANY.

Special Meeting of Stockholders.

Notice is hereby given that a special meeting of the stockholders of Kahuku Plantation Company will be held on Friday, July 2, 1915, at 10 o'clock a. m., at the office of the company, Stangenwald building, Honolulu, T. H., for the purpose of considering what action shall be taken in regard to a letter received from the Sugar Factors Company, Limited, dated June 4, 1915, concerning the matter of a new contract between the Kahuku Plantation Company and the Sugar Factors Company, Limited.

JOHN GUILD,
Secretary, Kahuku Plantation Co.
Honolulu, T. H. June 22, 1915.
6196-June 22 to July 1.

McBRYDE SUGAR COMPANY, LTD.

DIVIDEND NOTICE.

By order of the Board of Directors of McBryde Sugar Company, Limited, a dividend of 50 cents per share has been declared payable June 25, 1915. The stock books of the company will be closed for transfers from June 15 to June 25 next, both dates inclusive.

As the dividend warrants will be issued to the stockholders as of record, it is extremely important that holders of certificates in names other than their own present same for transfer, properly endorsed, at the earliest possible date.

J. WATERHOUSE,
Treasurer, McBryde Sugar Co., Ltd.
6179-June 1, 4, 8, 10, 15, 18, 21, 24.

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NOTICE TO STOCKHOLDERS.

MUTUAL TELEPHONE CO., LTD.

The stock ledger of this company will be closed to transfers from Friday, June 25, 1915, to Wednesday, June 30, 1915, both days inclusive.

MUTUAL TELEPHONE CO., LTD.
By J. A. BALCH,
Treasurer.

Honolulu, June 24, 1915.
6198-June 24, 26, 28.

HARBOR NOTES

Taking several thousand tons of coal, the United States army transport Thos. From Manila by the way of Nagasaki, is due at Honolulu about July 5.

The Inter-Island steamer Helene, taking general cargo and mail, steamed to Hawaii ports early this afternoon. It will return to Honolulu with sugar and cattle.

The Matson steamer Matsonia will discharge 1000 tons of general cargo and take on a large quantity of sugar at Hilo. It will steam to Hawaii at 5 o'clock this evening.

It is planned to dispatch the Japanese steamer Shinyo Maru to the Far East at 5 o'clock tomorrow afternoon. It is due early in the morning to land a large mail and a few lay-over passengers.

The steamer Yucatan is reported to have left Newcastle, N. S. W., with coal. It may be delivered at Honolulu. The Yucatan recently called at the port going from the Sound to Australia with a cargo of grain.

The schooner Halcyon is living up to its reputation as a hoodoo ship since its disastrous experience at Hilo more than a year ago, when it was almost wrecked by going ashore during a storm. The Halcyon, lately employed in the Coast lumber trade, was a few weeks ago towed into Eureka, Cal., by the steam schooner Lakme, badly battered.

American Flag for German Steamer.

The Hamburg-American Packet Company's steamer Georgia, which has been among the war refugee ships at New Orleans since the breaking out of the war, has been granted American registry and renamed the Housatonic. She will be put into the South American trade.

The net public debt of the United States on June 1 was \$1,156,895,836.

Water will be shut off along Upper Fort street, Lusitania street and the levels of Punchbowl and Makiki District above Lunalilo street, Pensacola street and Wilder street on Friday, June 25, from 9 a. m. to 3 p. m.

H. E. MURRAY,
Assistant Manager, Water and Sewer Department.
6197-2t

NOTICE TO WATER CONSUMERS.

Water will be shut off along Upper Fort street, Lusitania street and the levels of Punchbowl and Makiki District above Lunalilo street, Pensacola street and Wilder street on Friday, June 25, from 9 a. m. to 3 p. m.

H. E. MURRAY,
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